

THE RIO NEWS.

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NUMBER 4

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Dr. Cleary, Physician and Surgeon.—Office 56, Rua Theophilo Ottom. Hours from 12 to 3 Residence, Rua da Real Grandeza No. 33. Telephone 235.

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COFFEE NOTES

—The coffee planters of Barra Mansa have made
a formal protest against the iniquitous manner in
which the taxes on coffee are being collected.

—The export tax on coffee in Rio de Janeiro
and Minas Geraes is 11 per cent on the market
price, in Espírito Santo it is 12 per cent, and in
Bahia it is 18 per cent. The taxes are for account
of the state treasuries.

—We see by our American exchanges that Mr. B.
G. Arnold, the oldest coffee merchant in New
York, died in that city on the 10th ult. Mr.
Arnold was 82 years of age and retired from
active business only five years ago. He was
one of the founders of the New York Coffee
Exchange and was its second president.

—A dispatch from the City of Mexico of Dec.
12 says: The Custom House returns show that
the exports of coffee during the fiscal year just
closed amounted to over 7,500,000 pounds, which
realized at wholesale about \$1,180,000. The
United States received the largest amount of the
coffee exported, much of which was misad-
handled by American coffee planters and buyers.
A large percentage of the abundant coffee crops
of the present harvest season is in danger of
being lost by the lack of labor in certain districts.

HAWAIIAN COFFEE.

The coffee industry of the islands is still in an
experimental stage. There are a number of plan-
tations, a few of which will obtain a small crop
this season. In North Hilo, a plantation of thirty
acres, in different stages of growth, will yield over
a ton of coffee. In this neighborhood there are
about 30,000 trees on. In Kona about 10,000
pounds is estimated as the crop from the wild
groves located there. In Kailua, on the plantation
of the Hawaiian Coffee and Tea Company, the
coffee trees are in fine condition. The company
has 160 acres in coffee, of which a small portion
has trees three years old. The bulk are from three
months to two years old. The oldest trees, topped
at four and a half feet and set six feet apart, are
quite full of fruit, and a considerable number in
the large fields have quite a sprinkling of berries
on them, and they promise well for the next crop.
These are set wider apart, and will be topped
higher.

In some localities the soil is not of the right
sort; in others its capacity for growing coffee is to
be tested. In Hilo a Mr. Nicolai has thirty-five
acres of trees three years old and fifteen acres just
planted. He expects to gather two tons of coffee
this season. In Oahu about 300,000 trees are out
and more being set out. The trees and young
plants show a vigorous and healthy growth. There
are no trees over two years old at present, and
very few have yet attained that age. In Kau there
is land adapted for coffee, but not much has been
done. In Hanalei a number of Portuguese have
many trees more or less neglected.

The Kukaia plantation embraces sixty-five
acres set at two different elevations, one part
being 1,400 feet and the rest 2,000 feet, in both of
which the coffee looked very well and compared
favorably with any seen, both in growth and bear-
ing, although a little wind-blown on the lower
tract on the exposed ridges. This coffee is from
two to three years old, planted seven by eight feet
and being topped at six feet in height, and is just
coming into bearing, and will possibly yield two
tons of coffee.

As in all countries where a new planting indus-
try is started, views differ as to methods of cul-
tivation, and Hawaii is no exception to the rule.
The proper height for topping, distance of setting
the trees apart, and shade, are all matters about
which planters differ. One grower, with 1,500
trees, costing \$300, expects to get 1,500 pounds
from the patch this year.

—The American Grocer publishes the following
table of coffee imports into the United States dur-
ing the last 14 years:

Year	Net imports. Pounds.	Value. Dollars.	Per capita population. Pounds.
1880.....	449,128,838	59,416,196	8.78
1881.....	423,276,472	52,388,833	8.25
1882.....	455,579,289	42,845,027	8.30
1883.....	478,502,125	38,155,251	8.91
1884.....	508,632,863	40,955,394	9.26
1885.....	539,264,356	43,389,270	9.61
1886.....	537,214,781	40,145,304	9.36
1887.....	500,819,587	53,416,200	8.53
1888.....	408,562,775	58,670,737	6.81
1889.....	561,132,100	72,139,897	9.16
1890.....	490,161,091	76,750,979	7.83
1891.....	511,041,459	94,628,119	7.99
1892.....	601,264,639	106,735,226	9.25
1893.....	535,442,886	83,315,549	8.00

THE RIO NEWS

PUBLISHED WEEKLY.

A. J. LAMOREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee report from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

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EDITORIAL AND PUBLICATION OFFICES:—

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POSTOFFICE ADDRESS:—Caixa 340.

RIO DE JANEIRO, JANUARY 22nd, 1895.

ALTHOUGH one month only has passed since we have recommenced the publication of this journal, we have received more complaints in regard to its non-delivery than we ought to have received in a whole year. In some cases the papers have not been delivered at all; in others they have been delayed in the postoffice. In this city, we find that it takes from one to two days for the postoffice clerks to distribute the papers among the boxes, although they have clearly printed labels to guide them. It is perhaps useless to complain. The native papers are full of complaints, and nothing is done. What, therefore, can a foreign paper expect to do? And yet, were we to remain silent, it would be interpreted as an expression of satisfaction. We have no intention to permit any such interpretation of our feelings toward the postoffice of this city. It is our private opinion that this public department is not only inefficient in the performance of its work, but that it is criminally negligent. It is so thoroughly disorganized and demoralized through the administration of its present director-general, that all discipline and responsibility have been lost. It is crowded with clerks, who do less work than one-half their number ought to do. Letters and newspapers are lost and no one is able to trace them. If a complaint is made, the whole talent of the concern is employed to show that either the complainant himself is the one to blame, or that no reason ever existed for the complaint. What the unfortunate editor is to do with such a public service, we can not imagine. He can not deliver his own papers, nor can he compel the postoffice to do it properly. He is dependent upon this public department, but has no power to exact prompt and efficient service. The public, however, possesses the means of correcting this abuse, and should use it. It can hold the government itself responsible for so great a neglect of duty, and can turn the men out of office who protect such an abuse. The whole country has an intimate interest in an efficient postal service, and if the official in charge of that service shows himself incompetent or untrustworthy, the people have a perfect right to demand his removal. If they fail to do this, then they must take the consequences. We can not deliver our papers in São Paulo and Minas Geraes, and we are not in any manner responsible for the public agency which undertakes to perform this service for us. If the service is badly done, the public itself must stand the loss and discredit.

THE quarantine complications at this port, we regret to say, have not improved. If anything, they are worse than ever. By degrees, the sanitary authorities are assuming discretionary powers, and as they are absolute masters of the situation they not only do as they please, but they even give little or no information on the subject. In this respect the consignees and agents of the ships held in quarantine are in the same position as ourselves, for they are not permitted to communicate with their ships nor will the quarantine officials assist them. In this particular the Brazilian officials are even worse than the Argentine—and that is saying a great deal. For aught the consignees know, their ships may be destitute of the commonest necessities of life, the officers and crew may all be seriously ill or dead, or they may be free from all disease and held unjustly in quarantine. In other matters, the owner of so valuable a property could not legally be denied all knowledge of its state and condition, nor could he be

refused communication with his representative in charge. Here, however, his rights are summarily ignored, and the control of his property is violently taken out of his hands. If he wishes to assist those in charge, he is forcibly prevented. Like all other phases of this barbarous custom, every right of life and property is disregarded, and any prejudice, or loss, is inflicted upon third parties that the authorities think best. Quarantines are an anomaly in the civilization of the day, and ought not to be tolerated another moment. Regarding the situation at Ilha Grande we know almost nothing. No definite news has been received from any of the ships detained there. The *Olympo* is now anchored within fifty yards of a gunboat, and will be sunk if she again attempts to escape the terrible fate to which she has been condemned. On Saturday last the *Lamington* was permitted to come up to discharge her cattle, but had to report a death of Santa Cruz and was immediately ordered back to Ilha Grande. A passenger who was at Ilha Grande a few days ago, says that the health doctor never visits these ships; he simply goes alongside, within hailing distance, and makes his inquiries and gives his orders at long range. He is a coward, and is not ashamed to show it. The cattle on board these ships are suffering terribly, and are dying off at a rate which ought to arouse some sentiment of pity for the poor brutes. The dead animals are slung over the ship's side to wait for a launch sent to convey the carcass out to sea, and it is not uncommon to see a half dozen of them swinging alongside at a time. One captain signified for permission to steam out and throw them all overboard to end their sufferings, but the humane quarantine official could not think of such a thing. He prefers to let them die on board, without food and water, surrounded with filth, and poisoning the ship to such an extent that it is almost impossible for men to live on board. And just here arises a question which we would like the sanitary authorities to answer. Who knows to a certainty that cholera exists on board these steamers? Where are the proofs? Who will say that the disease among the cattlemen is not caused by the heat and filth in which they are living? They come up in ships crowded with cattle, under a blazing sun. It is impossible to keep the ships clean. They are then condemned to lie at anchor off Ilha Grande for days, waiting the slow discharge of the ships arriving before them. Food and water become scarce and bad. Naturally they fall ill, and, having no medical aid, they die. What else can we expect? Fevers are developed under such conditions which are as deadly as cholera itself. An unfeeling, unchristian, barbarous sanitary board concludes to call it cholera, and that, too, without the pretence of an examination. Upon that board, then, rests the responsibility. It is not the plague, nor Providence, nor any thing else that is intangible and irresponsible. It is the sanitary board of the port of Rio de Janeiro which is responsible for the deaths now occurring off Ilha Grande! One thing more; we are informed that the quarantine station there is amply provided with hospital accommodations, and that the sick could easily be landed and treated. Why is this not done? Is there one physician in Brazil who will dare to defend the inhuman treatment enforced there by keeping the quarantine hospital empty and closed, and compelling the sick cattlemen to remain on board, breathing an insupportable stench, languishing for food and water and dying without medical aid? It is a crime against humanity! It is a stain on the reputation of this country that will never wash out! It is an exhibition of cold-blooded cruelty, selfishness and cowardice that is without parallel in the history of modern times!

From the *Jornal do Commercio*, January 16th.

904,260,000.

We wish to call the attention of the taxpayers and all who interest themselves in the moral administration of our country to a case of wastefulness (to use an exceedingly polite expression) in the management of the Central railway by Colonel Vespasiano de Albuquerque. About the beginning of December we heard that the director of the railway had ordered from the United States no less than 60 locomotives from a factory of whose products the railway was not in a position to judge, as they had never used a single one of its locomotives. We may add, if not with certainty yet still with very strong suspicion, that several people were interested in this order, who at the time it was

made enjoyed certain influence in official circles. Now about that time we accused the same director of having procured supplies of coal at an exaggerated price and in an irregular manner; the director denied the fact, and defended himself could not deny the fact that in one order of 10,000 tons—less than that the railway consumes in one month—the state spent \$900,000 more than it would have done had it received the coal which had been contracted in Europe, he concluded his defence by advising us to be careful in throwing stones at him, in defence of the Treasury, as they might fall on the skylight of our own edifice. Next day we asked through one of our "Varas" if the Colonel was alluding to the business of the Brooks locomotives. The virulence with which they replied to us, in three columns, those who wrote and compiled, for Colonel Vespasiano, that torrent of insults, made it our duty to inquire into the conditions under which the republic acquired the sixty engines referred to. For that purpose we asked Marshal Jardim, who had, just in time, been charged with the direction of the railway, to supply us with certain explanations as to the number, class and price of the locomotives, the conditions of payment and delivery, and date of the contract. The Marshal gave instructions to the chief of the locomotive department, Engineer Farias, that our questions should be answered, and we wish to say that he furnished us with all the data with promptitude, excepting, however, those which related to the prices. No doubt, with the idea of better enlightening us on this and other points, an employee of the English house here which represents the factory, came to see us.

Desiring to have the official, and ex-parte information, however, we preferred to wait patiently until Marshal Jardim should furnish us the desired particulars, not only through the amiability which is natural to him, but also because of the clear appreciation of his duty as a patriot and as the administrator of a public enterprise in which we all have the legitimate interest.

In this manner, therefore, we are to-day prepared to bring before the public one of the greatest calamities (scandalous) of the terrible year of 1894, involving, in this one order, a loss to the Treasury of 904,260,000.

Almost from the beginning—certainly for many years, the Central of Brazil railway, like many others in this country, has used almost exclusively the locomotives of the celebrated Baldwin factory, in Philadelphia, the largest in the whole world, and whose engines are frequently seen in Europe, in spite of the enormous competition of European factories. These locomotives up to the present have satisfied the many and illustrious engineers who have had the direction of the railway, or its locomotive department. There being a great scarcity here of trained employees and the wages of competent drivers being so high, the railway companies are obliged to make use of local firemen as such, and thus it can well be understood that there is a decided advantage in always employing the same type of locomotives;—and such were the ideas of the former administrators of our principal railway.

Lately, in consequence of the great increase of traffic, the state decided to provide the Central railway with new rolling stock, and on a large scale. Now, with regard to locomotives, it would appear reasonable that they should try to obtain the same type already adopted, above all when the laborer had become so aggravated, and on the other hand—as has been alleged—the railway had urgent necessity for all the sixty locomotives.

What it was on this occasion that Colonel Vespasiano committed the grave error of contracting the purchase of no less than sixty locomotives made by a house not yet tested, or, if it were tested, still not well known in Brazil. We can understand that the administration of the railway should wish to try a new type of locomotive, and that, of the sixty purchased, it should have ordered what would have been sufficient for a fair trial; but this extraordinary order—extraordinary even for the largest railway in the world—should never have been given to a house which, until now, has never been cognizant of our special conditions.

No merchant would proceed in this way and change his supply of goods, proved to be of the best, for another not known and which does not provide him with so many advantages as to price, quality, promptitude in the delivery, etc.; and by the way, this was just what Colonel Vespasiano did. What objection could he have had against the Baldwin locomotives not to have provided the railway with at least one, among the sixty which he bought?

It would be interesting to hear his opinion on this matter, in opposition to that of the distinguished engineers who preceded him, and to that of those who have studied this branch of engineering. Could it be to punish (as has been rumored) the English house which acts as agent for the Baldwin factory? Certainly not; for not only is this establishment also American, but Brooks' local agents are Englishmen who never set foot in the United States. What, then, has been the motive for so important a change, involving so much responsibility?

We must say that we cannot understand what he meant; it was certainly not because of the superiority of the Brooks locomotives over the Baldwin; it was certainly not owing to more prompt delivery, as we are officially informed that the Baldwin factory agreed to deliver the whole set of engines within eleven weeks after receipt of the order; it was certainly not on account of the easier management of the new machine, which, besides being very heavy (and therefore they will damage the rails), are not so well known by the drivers as the old ones.

Could the advantage have been in the price? Certainly not; and it is on this point that we should like to concentrate the attention of the reader and taxpayer for a few moments. Admitting, for the sake of argument, that the new engines are equal in every way to the Baldwins (which we deny), we think that Colonel Vespasiano was in no way authorized to make the acquisition of the Brooks locomotives, having in view their greater cost; be- cause the locomotives were not yet tested, ordered *en blanc* (galore), to use a popular phrase, not offering the same guarantee of the engines well known and in use on the railway since its

inauguration, such locomotives, we say, have cost much more than the others.

Let us examine the facts: Colonel Vespasiano ordered fifty locomotives, forty for the broad gauge and twenty for the narrow gauge.

Of the first forty there were: 15 "Consolidation" at \$15,500; 25 "Suburians" at 13,000. And those of the narrow gauge: 15 "Consolidation" at \$11,000; 5 "Passengers" at 9,500.

Thus, this order amounted to \$770,000 (dollars) in American gold, which at the rate of exchange on the date of the contract, (June 1894) was worth (\$538 per dollar) 4,142,600\$ in Brazilian currency.

If the same order had been given to the Baldwin factory which as we have shown, has always supplied the railway with locomotives, it would have cost much less.

We are informed that this accredited house offered to supply the government with identical locomotives on these terms:

15 Class 10, 30 E, at..... \$13,000
25 " 8, 30 C, at..... 10,400
15 " 8, 26 E, at..... 8,800
5 " 8, 22 C, at..... 8,000

And on these prices a reduction of 4% was supplied. Thus the Baldwin house would have supplied the 60 locomotives for \$627,000, or, at the above mentioned exchange, 3,373,260\$. Deducting the 4% of the total cost would be 3,238,340\$, against that of 4,142,600\$ which Colonel Vespasiano compromised himself to pay for the locomotives which his friends made him order.

We see then that by this order there was a difference of no less than the considerable sum of 904,260\$, which represents, in our opinion, one of the most bare-faced scandals ever seen in the administration of our country. It is useless for Colonel Vespasiano, or his friends and protectors—perhaps the same ones who participated in the profits of this transaction—to gloss over the truth of the question in discussion.

We accuse Colonel Vespasiano for having given this order without absolutely respecting the material interests of either the railway or the national Treasury, by buying 60 locomotives from a factory not yet tested here, for 900,000\$ more than the cost of the engines already used on the railway.

We could prove why and how this order was made; but, for the present, we limit ourselves to pointing out this scandalous fact for public condemnation, and to ask Colonel Vespasiano, and the chief engineer of the locomotive department of the railway, Engineer Farias, to justify themselves. This accusation is very simple and will not admit any shuffling.

THE RIO GRANDE QUESTION.

Pirating, Rio Grande, December 31st, 1894.

The pale moon is setting beyond the white wave,
And time is setting with the twilight of the day,
Farewell false friends, false lovers farewell,
I'll see you trouble them not here O!

With some such despairing sentiment as Buras expressed in the above verse, must poor old Rio Grande capitol at this moment, with none so poor to do him reverence, or make him believe that it is Brazil, at any rate, he has proved anything but a fraud and failure; in fact, as bad as a year could possibly be.

Hope, however, which still springs eternal in our human breasts, urges us, even against our mature judgment, to trust that '95 will be kinder and better, especially to the Rio News, to whom I wish every prosperity and success on its resuscitation.

In Rio Grande things have not been very comfortable this last year; but on the other hand they might easily have been worse, and we are now accustomed to be grateful for the smallest of mercies.

In the total absence of reliable information, and the conflicting, and evidently inspired, versions of all occurrences in this part of the country, that appear in the native press, it must be particularly difficult for Englishmen, in the rest of Brazil to form any definite conception of the state of affairs, or the causes that produced the present anarchical condition, and their logical consequences.

En passant, I may be allowed to observe that the News itself is too much inclined to base its generalisations, as far as Rio Grande events are concerned, on insufficient second-hand information, often of suspicious origin, instead of having its own agents to supply the unadulterated facts on which alone deductions can be safely founded. (*)

I have always thought that foreigners, and especially Englishmen, attached far more importance to the empire as a monarchical institution in Brazil than it deserved; and that the desire often expressed to see it re-established is due more in health than to any real respect for the institution as it existed. The very same spirit of contempt of everything Brazilian, which we observe in the sneers at the republic and odious comparisons with its predecessor, existed in the time of the empire; the only difference is a change of line, the tactics and method of attack remaining the same; the comparisons instead of being drawn between two distinct civilisations, Brazilian and European, are now between two phases of national life, sufficiently distinct to present vivid contrasts.

That monarchy was in Brazil, as in all America, an exotic institution, bound to perish at the first serious combination of adverse circumstances, and in fact only continued to exist at all contemporaneously with the other exotic, slavery, was I

—We are well aware of the uncertain character of the news received from Rio Grande, no matter from what source it comes. But what can we do? We know how utterly untrustworthy is the so-called official information, and also how difficult it is to obtain reliable news from any other source. Even the outsiders contradict each other flatly in regard to the incidents of the struggle. For instance: in November a general insurrection broke out in Rio Grande told that he passed over the battlefield near that city after the repulse of Custodio and Salgado, and that he found that the government forces had cut the throats of all the wounded insurgents. We must, therefore, believe that both sides are guilty of these atrocities, though it must be admitted the revolutionists have not yet begun to shoot their prisoners.—Ed. News.

think long patent even to the least observant. The disappearance of one was bound to be followed by the destruction of the other. By this I do not wish to insinuate that the crown itself in any way supported or favored slavery; on the contrary, we know that the Emperor was a strenuous abolitionist, and mainly instrumental in its total disappearance; but also know that this very action on his part was practically political suicide, destroying as it did the only party or combination interested in supporting the monarchical form of government, under which alone slavery could continue to exist.

The very fact that it was possible for a military faction to upset a monarchy of 60 years standing, and not only to oust a popular Emperor with the greatest ease, but afterwards to terrorize the whole country, constitutes I think the greatest cause that can be brought against the empire itself, in as far as in place of checking the mischievous military spirit that culminated in the 15th November, and has caused such widespread misery and disaster, for private and interested ends it actually encouraged the growth of that mischievous class that has been fatal to the liberties, and thrown back the civilization of every country in the world, where it has been allowed to assume any importance. Long before the final catastrophe the Emperor discovered what broken reed he was leaning upon, but too late either to save himself or his country from the sufferings that his own short-sighted policy had for years been preparing.

That the logical sequence of a long and successful foreign war should be a great increase in the military spirit and importance of the military class, especially amongst a race always too ready to accept force as a natural way of settling all the troubles that Brazil is now suffering, instead of being attributed to Deodoro and Floriano, who were the mere agents of a social evolution long preparing, must be laid to the account of the Emperor and his advisers whose want of prescience and decision failed to check the ever-growing insolence of the military class.

To check this spirit and reduce the military class to a subordinate and insignificant position must be the chief aim and object of many successive governments, to which all other legislation must be subordinated, as until it is fully accomplished here, as in every other country in the world, with the exception of the United States and the British colonies, and the hydra scotched once and for all, little hope of real liberty or progress can be entertained or any real development of public opinion, the only true check to the encroachment of authority, ensue. It is however proverbially easier to raise the devil than to lay him, and the neutralization of the military class in Brazil must necessarily be a work of many years.

Having thus traced back the origin of our ills to something like first causes, I proceed to localize the symptoms.

You and your readers of course know that for the last two years this province has been in a chronic state of so-called "revolution." The contending parties are the "Castilistas," supported by the federal government, and armed with all the "Federalistas," a *pot-pourri* concocted of very strange elements, of which a few are known as quondam liberals and conservatives, followers of Silveira Martins, of Tavares, "Castilistas" or dissident republicans, *ganchos* from Uruguay, and discontents of every shade and description, recruiting lately the inviolable arms of Salomão da Gama, Custodio de Mello *et al* *gens* *omnes*, whose god for the present is "Parliamentary government," and chief priest Silveira Martins. On the rights and wrongs of the matter I decline to enter, as these constitute one of those things that "no feller can understand." It would require a powerful intellect than I possess to unravel the problem as to which is the *real governo legal* in Rio Grande.

On the principle of *ut possidetis* I am inclined to back Castilhos, as should the other lot by any chance succeed, there will be such a scramble for the fruits of victory as would inevitably end in confusion worse confounded, and leave the last state of Rio Grande a good deal worse than at present, and that's saying much. To take it all round I am glad the "Federalistas" have not made any way, though I can not say I think much of the present government, or of Sr. Castilhos' administration, yet I must confess it might be worse and some excuses must be made for a particularly difficult situation.

Just a year ago the "Federalistas" fortunes were at their climax; the "baton" of the Rio Negro produced a situation, which taken at the flow might easily have led on to fortune, but the want of energy and determination, and absence of skill and any properly combined plan of action, that have characterized the movements of the "Federalistas" from the first, destroyed all the advantages that decided success bestowed, and ever since, as if in protest against the atrocities there committed, the "Federalistas" fortunes have declined, until their operations are now reduced to the incursions of small bands of armed bandits, whose only object seems to be to lift cattle and horses. For a description of the torments of the Rio Negro massacre I refer you to a pamphlet by Germano Hasselocher, a German-born lawyer of considerable ability, until lately one of the most ardent followers of Silveira Martins, and member of the revolutionary committee in Buenos Aires. After its perusal I expect you will feel as little enthusiasm for the "liberator" of Rio Grande as myself.

The miserable failure of the "Federalistas" army, 3,000 men, to take Bagé, defended for two months by 400 men, the ludicrous attempt of Custodio de Mello and Salgado on the city of Rio Grande, and finally the death of the only "Federalista" who displayed anything like energy or military ability, Guemercindo Sariva, have thoroughly demoralized their adherents in the province, who only now pray to be delivered from their hands. In truth every one is tired of the everlasting marching and counter-marching without ever coming to close quarters, and both the "Federalistas" and the government come in for equal share of blame.

At the rate and the way things are going on, there is no reason the revolution should not last a hundred years, if only the cows will hold out. The government forbids the carrying of arms, and horses, and if they acquire any, as they did once buying 8,800 in Uruguay, they are immediately

"fired" by the "Federalistas" from under their very noses. In consequence the "Federalistas" are well mounted, and always well prepared to meet any and every move the frontier if the enemy appear within five leagues.

The state of the southern camps is lamentable: not a horse or cow to be found. The "Federalistas" clear out all the "Castilhistas" *estancias*, whilst the "Castilhistas" do ditto for the "Federalistas," and so strike a balance. In consequence *hides* are cheap.

The railway to Bagé (Southern of Brazil) is really the most injured party in this struggle, as all the energies of the "Federalistas" are directed to pulling up rails and burning bridges, though with what object it is impossible to say, as directly after accomplishing one of these exploits they immediately clear over the frontier again.

At the present moment I am writing from Piratininga, a station some 3 leagues from Pelotas, where an important railway bridge spans the river of the same name. For the last month or so a group of 500 or 600 "Federalistas" have been camped about 9 miles off, avowedly waiting for a convenient opportunity to destroy the bridge. There is a small party of 50 men who are supposed to be defending it, but it does not seem to have entered into the imagination of the military genus that directs the operations of the government troops that, instead of awaiting an attack, it would be possible to carry the war into the enemy's camp.

The Federalistas on their side don't seem to be in any hurry, as they have attempted nothing so far, further than lifting 500 government horses, though there really is nothing to prevent, I don't say 500, but one man of sufficient energy from blowing the bridge to blazes whenever he pleases. It is precisely this one man that is missing, and has been all along!

From what I have observed, I should be sorry to see Brazil engaged in a foreign war, and can only clearly understand how it was the Paraguayan war lasted seven years!

In confirmation of my description of the war operations carried on, I translate the following opportune correspondence:

Bagé.

"*Ilm. Sr. M. Collares.*—Your passage by the railway has been signaled by the burning of the Rio Negro bridge. I should like to know what advantage this can possibly be, either to you or the revolution? You must by this time be convinced that in this revolution you have never really fought except with the railway, in this respect placing yourself on a par with Barcellos, the only difference between you being that his occupation as a revolutionist consists in robbery, and yours in burning bridges! You hadn't courage enough to attack 200 of my men at Palmas with your two bandits a few days ago, but have plenty of courage to burn bridges. However, I give you clearly to understand that things can't go on always like this, and so I have made up my mind to order you to present yourself at once at these headquarters" (very likely). "If you accept my invitation" (like the spider to the fly) "and make up your mind to leave off these habits, and present yourself immediately, promising not to have any more to do with this idiotic war, I will give you my word of honor to guarantee you security and liberty. If, however, you refuse, I shall take all your family and relations prisoners and send them to Porto Alegre. And as you are so fond of fires I will order all your houses, barns and fences to be burned, and your cattle to be slaughtered for the poor of this city, not letting a single calf escape." (It is doubtful if any yet exist). "The houses and ranches of the individuals of Palmas who serve with you as soldiers, will also be burned."

If you want a fire-war, there it is for you. Obstinacy and banditism that prefer to be bandits have no right to property. Make your choice (then) surrender and I'll polish off everything that belongs to you.

Carlos Telles.

I await your early answer to know what to do, Commander of the garrison, Bagé."

This is scarcely a model of literary style, but displays some energy and a good deal of intelligence; in point of fact, it must be very annoying to Col. Telles to have his bridges burned so constantly, and communications stopped with Rio Grande; but it does not seem to have occurred, even to him, that the best way to secure the bridge, which is only a few kilometers from Bagé, would be to either guard it properly, or, on the other hand, to have his bridges burned, instead of the obnoxious Collares *in corpore vivo*. Instead of going for his family and *parents*! Mr. Collares, however, didn't see it, and replied he might take his family and confiscate as much of his property as he jolly well pleased, but that wouldn't stop him from burning the Rio Negro, or any other bridge whenever he took a fancy, that he had won his spurs at the battles of Inhahandy, Rio Negro, etc., and wasn't going to accept any guarantees just at present.

The disinclination that both sides have shown to come to close quarters has only been equalled by the frequency of accidents, and by some unaccountable accident an encounter really occurred. This wretched revolution, if it entailed no consequences on posterity, would be of little real importance, and only cause a certain amount of misery and privation to the present generation, but the atrocities committed, and injustice displayed, and the want of all common humanity and good faith, are laying by a store of unrecalled hate that will reduce the country to the condition of a second Uruguay, where vendettas are handed down from generation to generation, and revolutions hailed as admirable opportunities for gratifying private revenges.

It is the most disheartening feature of the miserable struggle, which makes it almost impossible for the Federalista chiefs to return to their homes and families, and live quietly and peacefully, as I have no doubt many would gladly do if they dared; but they know that even if the guarantees the government is constantly offering were genuine, that even so the government would be powerless to protect them in country districts, as its influence would never prevent a *castilhist* *chefe* from cutting the throat of a rival

Federalista, to whom he happened to hold a grudge, if he conveniently and safely could. In consequence many of the combatants remain in arms, banded together in simple *self defense*, feeling to enforce its decrees, and unwilling to punish its own partisans.

Such then is the condition of the province and situation of the contending parties. It is evident that coercion has failed, and must be abandoned. Pacification, the only alternative, is equally impossible if left to the dominating Castilhist party to effect. The only course to pursue therefore, is to attempt it by the *direct and independent* intervention of a completely neutral power, that should be by the federal government itself, acting in this case as I believe has been done on several occasions in similar situations in the United States, notably in Louisiana after the war.

The intervention to be effectual must be complete and absolute, suspending entirely the autonomy of the state for a period of two or three years. The whole administration would then be vested in the hands of the intervenor named by the federal government, who would substitute for all the existing judicial and executive authority including the municipal, his own nominees chosen from elements foreign to the state and its party passions.

In this way alone would it be possible to ensure justice to Castilhist and federalista alike, and at the end of the term hold elections which should be freed from all official intervention, and decide the vexed question of supremacy of the majority whilst ensuring the representation of the minority.

On such terms, were the federalista *chefe* once convinced of the bona-fides of the federal government, it is probable that the revolutionists would be glad to abandon the wearisome struggle which they continue without hope of success, but from the absence of such a programme no sacrifice of personal susceptibilities or interests would be of great, and no party considerations allowed to stand in the way. The aim and boast of the new government should be to hand over to its successor a Brazil happy, free, prosperous and united, which will never happen unless the Rio Grande problem is successfully and peaceably solved.

J. P. WHELAN.

RIVER PLATE ITEMS.

—Great agitation is reported from Paraguay on account of the impending elections.

—The best monument the Argentines can raise to the memory of Lucio V. Lopez, who was recently killed in a duel, will be a prison with Col. Sarmiento inside it for ten years.

—A Buenos Aires telegram of the 16th says that suspected cases of illness are reported from the ships at anchor in that port. It is probably only a nightmare of the sanitary board.

—Every foreign paper criticizes the hostility shown by the Argentine government to foreign ships resolved to resign. This may be regarded as of little importance by the officials who do it, but they or their successors will learn in the end that it is rather a serious matter. —*Buenos Aires Herald.*

—Telegrams from Buenos Aires of the 16th report a ministerial crisis, all the ministers resigning but one. It was reported in one despatch that Saenz Pena himself would resign, but this was contradicted in a second despatch. Up to-day the President has found no one willing to organize a new cabinet.

—Montevideo telegrams of the 20th state that cases of cholera are still appearing at Rosario and Corrientes, and that the Buenos Aires authorities are rigorously disinfecting the clothes of sailors in that port. On the other hand, a Buenos Aires telegram of the same date says that the sanitary state there and in Rosario is satisfactory.

—Telegrams of the 21st from Buenos Aires and Montevideo announce that President Saenz Pena has resolved to resign. He has been entirely abandoned by his friends and supporters, is unable to organize a new cabinet and has no alternative left but resignation. The discredit of such a situation falls upon the country as well as upon the man.

—The Uruguayan government has resolved to issue Treasury certificates to pay the deficits on each month's current expenses. All accounts must be paid in the first ten days of the succeeding month, and then if the cash runs short these certificates will be issued. They will be in denominations of \$5, \$10 and \$50, and will really form a new kind of currency.

—Notwithstanding the alleged panic of the sanitary authorities over the alleged cholera, we have not yet seen evidence or record to their having taken one active measure for the better sanitation of the city, beyond, perhaps, the inspections of the barracks, and a few of the common lodging-houses. They almost seem to be unaware of the existence of any measures other than quarantine *ad lib.* —*Montevideo Times.*

—During the month of November the sales of real estate in this city comprised 371 properties with a superficial area of 406,497 square metres which realised \$2,315,203. One hundred and fifty-five properties were mortgaged for \$1,590,237. During the same month the nine transatlantic companies carried 17,758,224 passengers, making 173,699 round trips. The six railway companies carried 632,156 passengers and 144,104 tons of cargo. —*Times*, Buenos Aires.

—The chief of police of Montevideo has applied to the minister of government for authority to arrange with the Brazilian, Argentine and Paraguayan police for a mutual police service on the coasting steamers, both to prevent crimes and robberies on board, and to assist in noting the movements of known criminals. For this purpose it is proposed to give free passages to authorized police officers. —*Montevideo Times.* Would it not be better to let the police and sanitary boat-canniers run the boats all by themselves? The public will go afoot.

—The Buenos Aires journal *El Tiempo* accuses the government of concealing the existence of cholera in Cordoba. It says there have been 57 cases in Cordoba and 100 in Rosario.

—A Montevideo telegram of the 16th reports the wreck of the American steamer *Freightland* at Flores island. The currents are very strong at that place, and are considered particularly dangerous. A telegram of the 20th, however, reports that the steamer has been saved.

—It being reported that there were four cases of cholera on board the steamer *Bellanca*, the sanitary officers visited her in haste and found that two of the men were suffering from Boca gin and one from pleurisy and that the other had been hurt by the wind. —*Buenos Aires Herald.*

—The December receipts of the Montevideo custom-house were \$680,412.03, a decrease from the receipts of 1893. The total customs receipts in Uruguay for the year, estimating those of the departments for December) amounted to \$10,256,902, against \$8,970,099 in 1893, showing an increase of \$1,286,803.

—We, and nearly all our contemporaries, were hoaxed on Friday (Innocents' day) by the publication in the *Diario* of what purported to be a decree of the national government closing the ports of Santa Fé, Rosario and Colastiné, on account of cholera having been officially proved to exist there. The joker may have good cause to "laugh on the other side of his mouth," for the government has issued a decree declaring the absolute falsity of the one that appeared in the *Diario* and that the publication of it was a crime punishable by the law, and ordering the public prosecutor to institute criminal proceedings against the author of the fictitious decree and all his accomplices. —*Buenos Aires Herald.*

—There is no necessity whatever to maintain the present excessive quarantines against Buenos Aires. The people there have ceased to believe in any epidemic, and such few cases as there have been of cholera or whatever the disease may really be, are daily becoming fewer and less severe. Nevertheless the authorities here continue to talk about an "invasion of cholera," that really exists only in their imagination, and so far from relaxing their measures appear to be inclined to make them yet more stringent. They seem to be entirely blind to the enormous mischief these quarantines are doing, and the serious depression they are helping to bring about in what should be one of the busiest months of the year. —*Montevideo Times.*

—The Buenos Aires *Standard* has the reputation of always taking a very realistic view of all the situations in Argentina, from a revolution to the loss of a white hat. It is with some surprise, therefore, that we find the following pessimistic expressions in its columns: "There is something so truly sad and sorrowful in the story that it intensifies our distrust in the present state of things in this country. Misfortunes come in planelines; and what with a premonitory cabinet crisis in our government, a rapidly declining trade, a scandal under the name of prostitution law, such as that which we all witnessed at the Great Southern railway station yesterday, and one of our most rising young men shot through the belly in a duel which was forced upon him, the fatal truth stares us in the face that this country is rapidly retrograding, and will, before another generation, be a pure and simple South American nullity."

—The very imperfect and unsatisfactory arrangements at the office of direct taxes for the sale of fiscal stamps continues to be a source of annoyance and trouble to business men. Every new quarter there is a block for the purchase of the new stamps, simply because no one in the office has common sense enough to place them on sale a few days in advance, and thus business is hindered because the stamps can not be obtained in time. Another absurdity is an attempted refusal to take silver or copper above certain small amounts. This monstrosity of a national office refusing to receive national money is easily availed by purchasing the stamps in detail instead of in bulk. When a selling clerk has to count out one or two cent stamps singly, he soon gets tired of the business and is glad to take any money offered him. The entire arrangements of the office seem dominated by a lack of common sense and a desire to give the least conveniences possible to the public, they do not seem to perceive that every obstacle they impose means prejudice to the revenue. —*Montevideo Times.*

PROVINCIAL NOTES

—A Pernambuco telegram of the 20th says that an American engineer has discovered a mine of antimony on the island of Fernando de Noronha.

—The Santa Catharina legislature has begun the discussion of a scheme to revise the constitution of that state. Better spend the time in developing its resources!

—Late advices from Rio Grande are to the effect that the insurgent chief Victorio Guerrero had attacked the garrison of Cacimbinha, compelling it to retire. The government force lost four officers.

—It would seem that Minister Monteiro has recently struck a false chord in Uruguay. He wrote a letter to the press denying the reported invasion of Uruguayan territory by Brazilian troops, and in this he took occasion to refer to the protection given to revolutionists by Uruguayan. This has called down upon him a perfect storm of reproaches and criticisms.

—The *Paiz* has evidently several subscribers at Recreo, on the Leopoldina line. The people of that little place, alarmed by the reports of cholera at Porto Novo, tore up the track and stopped traffic. The officials of the road have since succeeded in repairing the damages and have resumed business, but no one can tell where the panic will again appear. At any moment the *Paiz* may launch a "gratuitismo" on us, and then the timid will again be goaded into some desperate act.

LOCAL NOTES

—A telegram from Pará says that the scarcity of food there is becoming worse, and that there are but few cattle in the interior.

—A Pará telegram of the 16th announces the arrival there of six disinfecting furnaces and other apparatus ordered out from Europe by the governor of that state.

—The naval vessels which stopped at Santos for repairs, after a cruise of about twenty-four hours, did not leave for Rio Grande until the 18th.

—A subscriber of ours, residing at Radampcô, São Paulo, writes us that a single copy of this paper has been delivered to him thus far. Will the postoffice authorities investigate the matter?

—A Montevideo telegram of the 21st says that large numbers of Brazilians are emigrating from Rio Grande to the Uruguayan department of Artigas, to escape the depredations of the bandits who are devastating that state.

—Telegrams of the 20th from various points on the Rio Grande frontier represent the revolutionists without resources and gently demoralized. The singular unanimity of these dispatches from points widely separated, leads to the belief that they are the product of the Montevideo literary bureau.

—A Pará telegram of the 16th says that the British steamer *Arax* which had been ordered to Ilha Grande, had returned to the anchorage, it having been learned that the post of Oswego is considered "clean." The Pará officials explain that the national board had not advised them of this.

—A Bahia telegram of the 16th says:—"The American transport of war *Rivienne* (Cuba) has arrived from Barbados." Funny language, this English, is it? After achieving a headache over it, we have come to the conclusion that "*Rivienne* Cuba" means "revenue cutter," and nothing more. The description "transport of war" is merely a freak of the imagination. Possibly a *World* reporter may be on board.

—The municipal inspector of Juiz de Fora, Dr. Peana Filho, advises the *Pais* that cholera appeared there on the 5th inst., the first cases occurring in the immigrants *hospedaria*. In the city there was one case on the 7th, one on the 8th, two on the 13th and one on the 14th. Of these five cases, four were fatal. The illustrious medico does not tell us of the result among the immigrants. From another source we learn that a majority of the immigrants have been sent away.

—The action of the *Pais* in publishing reports of the appearance of cholera at various points in Minas, has at last produced a dangerous panic. At Recreio the people recently tore up rails on the railway to stop communication with Porto Novo, and at the station of Conselheiro Paulino on the Nova Friburgo branch the same thing has happened. At São Fidélis the people are trying to stop traffic and have threatened to destroy the railway bridge across the Paratyba. The Serraia branch has also been closed by a mob, and at Cardoso Moreira, on the Carangola line, the same thing has happened. The Leopoldina line has also been closed beyond Porto Novo because of reported cases at S. Gerardo.

—The Flomintinas having quarreled among themselves in Paraná, the public is now having some very interesting disclosures. The *Journal* of the 17th reproduces the contents of the *Expediente*, of Curitiba, of the 10th, signed by a person named Chagas Pinheiro, himself a supporter of the government candidates, in which he charges Colonel Lacerda, opposition chief, with being the bearer from Rio in July last of orders for the shooting of twenty-two persons. At Curitiba his courage failed him, and he did not give the list to Gen. Ewerthon Quadros to have the orders executed. The accusation gives the names of the men who were to be shot. In those days justice was administered in Rio very much as it was in the bloody days of the French revolution.

RAILROAD NOTES

—The União Sorocabana e Itana Company has recently signed a contract for the purchase of 5,000 tons of rails, etc., the delivery to begin within 90 days.

—The November receipts of the União Sorocabana e Itana lines amounted to \$54,752.80, and the working expenses to 270,028.25, leaving a net balance of 294,723.85.

—The S. Christovão company has re-established its evening Tijuca express train, which leaves the Largo de São Francisco at 4.20 p. m. This will be warmly appreciated by Tijuca residents.

—It would be interesting to know why the Central railway administration sent two of its new locomotives up to Lafayette to be mounted, where there are no facilities for doing the work quickly and well.

—The good citizens of Nova Friburgo and São Fidélis have recently resolved to do a little quarantining on their own account, so they have taken up the rails and otherwise obstructed the Leopoldina railway in order to suspend communication with those parts of Minas infected with *Pais* cholera.

—Although the Oficinas of the Central railway have been provided with all the best machinery and with every facility, they are practically unable to keep the locomotives and rolling stock of that road in good repair. We are informed that locomotives have been waiting over two years in these shops for repairs. Would it not have been cheaper to repair these than to buy new ones?

—The government has granted a two months leave of absence to Dr. João José Dias de Faria, chief of locomotion and superintendent of the repair shops of the Central railway. In a letter to the *Journal do Commercio* of the 18th, Dr. Faria says that he alone is responsible for the purchase of the 60 Brooks locomotives which is now attracting so much attention. He does not state, however, that the order was first given to a personal friend who afterwards came to an understanding with the agents. As for the dispute over the prices, that ought to be settled easily by a reference to the correspondence.

—The new President of France is to be inaugurated to-morrow.

—Three more bodies of the victims of the *Terceira* disaster were found on the 17th, three on the 18th, and one on the 19th.

—The new consul-general at New York, Sr. A. Fontoura Xavier, left for that city on the 17th, going via Europe.

—Steps have only just been taken for the urgent works and repairs asked for by the director of the Jurujuba hospital.

—It is announced that the *Cidade do Rio* will renounce Mureli in order the editorial management of José do Patrocínio.

—The *Pais* hears that Fort Villegaignon is to be transformed into a fiscal department, because of the expense which must be incurred to repair it.

—Another modification in our local lottery regulations was promulgated by decree on the 17th inst. The lottery consumes altogether too much of the time and talent of those in power.

—It is said that when the passengers from the French str. *La Plata* were landed at Ilha Grande, they found the place closed up. They were not expected and nothing was ready for them.

—The *Pais* is now invading Minas Geraes with its cholera scares. Having been at fault so many times, one might conclude it time for the *Pais* to exercise a little more judgment in its efforts to create alarm.

—Would it not be well for the sanitary inspectors to inquire into the mineral water and watered milk of the city? The wretched stuff called milk which is supplied here, ought to be very carefully examined.

—As we anticipated the trial of Antonio Paulo de Mello Barreto on the 17th, for responsibility in the Companhia Geral swindle of 1891, resulted in the unanimous acquittal. It would appear that the swindle organized and propagated itself, and that the victims are the only ones who deserve punishment.

—The captain of the port has advised the ferry company to provide for each ferryboat two life rafts for 30 persons each, four rafts of the model used on war ships, 60 metres of rope, and to modify the seats, using lighter woods, so that they can be broken up and transformed into rafts. He also recommends the acquisition of fire pumps and leather buckets for the extinction of fires.

—An executive decree of the 15th inst., published on the 19th, revokes the decree of 25th April, 1894, by which Villegaignon and Cobras islands were transferred to the control of the municipality of Rio. It is explained that the department of marine requires reorganization and that as these islands contain much material belonging to that department which can not readily be removed, it is essential that they remain under its jurisdiction.

—Some days ago an anonymous writer signed himself "Morio," published an article in the *Journal do Commercio* in which he ridiculed some of the "Abyssinians"—those who worship the rising sun and throw stones at the setting sun. It is interesting to note that many who usually scorn to notice an anonymous denunciation, are now rushing into print to deny the charges. No names were mentioned, but the shoes seem to fit a goodly number of patriots.

—The *Pais* says that from the 2nd to the 17th inst. 30 persons were sent to the Jurujuba hospital as suspected cases of cholera. Our neighbor then adds, with his customary clearness, that of these "some have come out convalescent and others have died." As we now know that cases of every description have been sent there, even including drunkenness, by frightened sanitary inspectors, it would be interesting to know the particulars of the cases in question, especially of those who died.

—Telegrams from Buenos Aires on the 18th say that the sanitary situation there has become serious. Cholera has broken out with violence in the port, and cases have appeared in the insane asylum. The sanitary authorities to prevent the importation of the disease. In our opinion, the outbreak in Buenos Aires is another unanswerable proof of the little real value of quarantine regulations. The Argentine authorities think of nothing else, and yet the infection slips through in spite of them.

—The *Journal do Commercio* is informed that the non-appearance of the Dictator at the festivities in honor of the Uruguayan commission and at the inauguration of the President, his successor, was not because of illness, but because of news from Paris to the effect that four Brazilians had come here with the express intention of assassinating him. They were said to carry an air gun as a cane, which could be fired at him in the street without making a noise. To defeat this desperate plan, the Dictator withdrew wholly from the public gaze.

—The news received here on the 16th that President Casimir Périer had resigned the presidency of France, caused the greatest surprise. It had been believed that he was a man of great firmness, who would not be disturbed in the exercise of his duty by the chronic dissensions in the Chamber. On the 17th the general assembly met at Versailles and elected M. Félix Faure, minister of marine in the last cabinet, to the vacancy. The new President is a man of long experience in public life and his election has been generally received with satisfaction.

—It is now announced that the ex-Dictator has again changed his plans. He first arranged to go to Barbacena, where a house was rented for him. Then he resolved to go to Poços de Caldas, where a house was also rented and arrangements were made by the governor of S. Paulo for his journey. Now, says the *Journal*, he has again changed his mind and has resolved to go to Cambuquira, near Lambari, for the mineral waters of that place. He is still at Tres Bicas, however, and will probably change his mind again before leaving. Possibly he may resolve to go across country to Alagoas.

—Frequent complaints are made of the bad state of the fresh meat offered for sale in the markets of this city.

—The minister of interior is arranging a trip to the state of Paraná. It is thought that the minister of foreign affairs will accompany him.

—There was a gunpowder burnt in honor of our patron saint, St. Sebastian, on the 20th. The city was 338 years old on that day—and looks it, too!

—The supreme military tribunal is considering the question whether the recent amnesty decree includes the naval students who joined the revolt.

—Chili has abolished the quarantine imposed upon Argentine arrivals. The whim was apparently too costly and troublesome to be continued.

—The British gunboat *Barraqueta* arrived here on the 17th, and left again on the 19th, under sealed orders. The destination of the gunboat was not to be known until after leaving this port.

—The telegraph lines have been torn down at various points in Minas and Rio to impede the progress of cholera. It would be interesting to know if our sanitary board considers a telegraph message as infectious.

—The islands of Cobras and Villegaignon were formally delivered over to the marine authorities on the 19th. It is said that orders have been issued for the suspension of repairs on the fortifications of the two islands.

—The minister of marine has ordered that the Brazilian gun. *Solner* shall go to Ilha Grande to be used as a floating hospital. If it takes as long for the ship to go, as it did to decide upon her going, the sick will all be dead before she reaches that place.

—On the 16th a young midshipman (*aspirante*) arrived here from Montevideo, having been assured by some influential persons that he would not be molested as the amnesty decree covered his class. On arrival here, however, he was promptly placed under arrest and is now a prisoner on the *Niteroi*.

—Among the passengers who passed through this port last week on the Royal Mail steamer *Danube*, was Admiral C. S. Norton, of the United States Army, who comes to take command of the South Atlantic squadron. On arrival at Montevideo he will hoist his pennant on the cruiser *Nerak*.

—The course pursued by the *Pais* during the past eighteen months has not been altogether in the interests of peace and harmony. What one newspaperer thinks of a record may be seen in the *Correio da Tarde* of the 19th, whose editor took off his gloves when he began on the subject. The *Pais* will now know exactly what the *Correio* thinks, and what many others think also.

—The *Journal do Brasil* has begun publication of "Episodes and documents for the history of the naval revolt." It will be very difficult, we fear, to write a true history, owing to the policy pursued by the government of concealing all reverses and losses and of magnifying its successes. There was so much deliberate falsehood in the records of the day, and so persistent an effort to deceive and misrepresent on the part of the government organs, that it will now be difficult to write a true and correct history of the affair.

—It would seem that we are not yet free from the violence of the jacouins—the men who believe that the destruction of life and property is a legitimate means of expressing those who hold opinions different from their own. The course pursued by the *Journal do Brasil* has infuriated a small party of these ruffians, and they therefore arranged to attack that paper on the 18th inst. The intention was disclosed in time, however, and the chief of police took prompt measures to repress the disturbance. The affair did not come off, however, its promoters evidently not wishing to have a conflict with the authorities.

—The *Journal* of the 19th relates the following incident. The manager of the Cooperativa de Consumidores stores discovering signs of an attempt to break into his establishment, went to the nearest police station, at the foot of Rua Sete de Setembro, to give information. The officer in charge refused to take notice of the complaint and referred him to the office of the night watchmen, a private association. The manager, in reply, said that he was not a subscriber to that association, whereupon the official asked what then he expected him to do. Sure enough! What can we expect the police to do?

—There was a street fight on the 19th between a large group of laborers from the marine arsenal and the Portuguese porters stationed at the foot of Rua Visconde de Inhaúma. Two or three Portuguese were seriously wounded, one of them from the indispensable razor. There were many others who received slight injuries, and some of the shops in the neighborhood were damaged. It would seem that the trouble has been promoted by certain vagabonds and loafers who have been spreading false reports on both sides, and who have been inciting the laborers to attack the foreigners. The police were able to repress the disturbance without trouble, and have some of the men implicated under arrest.

—A daily colleague denounced a police outrage the past week which ought to be punished most severely. The police inspector of the 14th district had a dispute with a man named Machado, who refused to obey an illegal intimation. The inspector then secured the assistance of some armed *capangas*, with whom he attacked Machado's house, wounding him with a revolver shot and beating Machado's wife and mother. Machado has since died. It is time that these brutal aggressions were suppressed, and that we know of no other way than that of severely punishing the officials who use their positions to tyrannize over poor people. Ten years at hard labor would probably convince this inspector that he is quite as amenable to the law as others.

—There were two deaths in this city from yellow fever on the 19th.

—The *Pais* will permit us to observe that very little confidence can be felt in the statements of a sanitary inspector who sends a drunken man over to Jurujuba as a suspected cholera case, or who visits a ship with illness on board by simply coming alongside in his launch and shouting his directions to those on board. The chances are decidedly against such men, and the most of us will hesitate to accept their conclusions on any subject.

JUDICIARY EXPENSES.

The salaries and other expenses with the federal judiciary of this district, not including the Supreme Federal Tribunal, have been fixed at 643,660\$ a year, as follows:

<i>Côrte de Appellação:</i>	
President.....	16,800\$000
Vice-President.....	16,350 000
10 judges, at 15,600\$.....	156,000 000
Procurador.....	17,000 000
Secretary.....	7,800 000
Other employes.....	14,300 000
Total.....	226,750\$000

<i>Tribunal Civil e Criminal:</i>	
President.....	15,600\$000
2 Vice-Presidents, at 14,300\$.....	28,600 000
9 judges, at 13,000\$.....	117,000 000
Sub-Procurador.....	13,000 000
Promotor Publico.....	6,720 000
Secretary.....	6,240 000
Other employes.....	9,230 000
Total.....	196,390\$000

Judge of Municipal Treasury Affairs (<i>Feltes da Fazenda Municipal</i>).....	13,000\$000
The jury officials.....	24,350 000

<i>Pretorias:</i>	
21 Pretores (parish justices) at 7-200\$ each.....	151,200\$000
7 assistant promoters, at 3,360\$ each.....	23,520 000
2 curators, at 6,720\$ each.....	13,440 000
Total.....	188,160\$000

BUSINESS NOTES

—A good advertisement is like the merchant's ships—it brings abundance from afar.

—The Lloyd steamer *Aymoré* was formally delivered over to her owners on the 20th. The government still retains possession of the *Santos* and *S. Salvador*.

—During the past year 128 patents were issued by the department of industry. In addition to these 26 provisional guarantees were issued. The majority of the patents issued were to foreign inventors.

—The Ammon Steam Navigation Co. has asked permission to increase its tariff, and the minister of industry says the company must wait until the result is known of the call for tenders for the continuation of its service.

—The authorities having withdrawn permission for the *Danube* to call off this port for passengers and mails, we are advised by Mr. Anderson that the *Tagus* will receive her own and the *Danube's* passengers about the 30th inst., at 8 a. m., and proceed to Ilha Grande, where the *Danube's* passengers will be transferred. The latter then sails directly to Europe, while the *Tagus* makes the customary calls at northern ports.

—At the meeting of the consignees of live cattle from the River Plate, held on the 14th inst., it was resolved to request the Argentine minister to solicit permission from the government to discharge cattle off the entrance to Jurujuba bay, when no sickness has occurred on board. In case of sickness, however, they will discharge outside as heretofore. After discharge the steamers will go to Ilha Grande. The consignees hope in this way to avoid the delays which occur outside when the weather is bad.

—It is said that the cattle brought ashore in the launch *Mercedes Dourado* some days ago, were not only kept on board several days but were eventually killed on board and the meat sent to the public markets. It is incredible that such a thing could have happened in this port and at a time when the sanitary inspectors are so busy trying to shut out improper food. Possibly it may have occurred while the inspectors were engaged at the market sorting out rotten potatoes, but we prefer not to believe even that hypothesis.

—On Saturday morning last the steamer *Lamington* came up from Ilha Grande to discharge cattle, but was ordered back because of a death on board. The effort to send a steamer, the *Maristela*, to Ilha Grande to take off the cattle from the steamers *Toukenham* and *W. C. Mitchell* has failed because the crew of the *Maristela* refuses to go alongside the quarantined steamers. The situation of those unfortunate boats must be terrible, crowded with cattle, probably short of water, and no one to look after them. The Ilha Grande quarantine is making a reputation for itself, surely!

—The financial secretary of the state of Minas Geraes is advocating the idea of creating agricultural schools in that state for the instruction of young men and as models for agriculturists. He also advocates a reduction in freight rates, so that the products of that state can compete with the outside world. The agricultural school is not a new subject; it generally comes up for discussion at least once every ten years. It does no good, however, for the sons of planters prefer the law, or medicine, or law, and no one but the poor man's son, who has no ambition, cares to have anything to do with the school.

List of sailing vessels et anchor in the bay of Rio de Janeiro 20th January, 1895.

NAME	Tonn.	Master	Route	From	Consignees	Destinations
America						
ug Moses B. Taylor	604	Freitas	Dec.	Cape Verde	To order	Macao, Baltimore
ug Hatter M. Day	370	Chiff	13	New York	Watson, Ritchie & Co.	
ug Pedro H.	460	Indigias	15	New York	V. W. Guimarães & Co.	
ug Lullian	380	Wiley	18	New York	Companhia de Tecidos Aliança	
ug Monywa	445	Kane	22	Paralytia	Wilson & Co.	
ug Daise	800	Bauer	20	Baltimore	Funerary	
ug City of Montreal	1117	Grenier	9	New York	do	
ug C. Southard Hubbard	1038	Southard	17	Paralytia	C. W. Gray & Co.	
ug Alameda	1400	Dis	17	Paralytia	do	
ug W. C. Hinchings	428	Armstrong	17	Paralytia	do	
Argentine						
ug Bartholomew	48	Silva	July	19	Itajubá	Santos, Alencar & Co.
ug Mercedes A. Tezanos	574	Ramos	Dec.	9	Montevideo	H. F. F. & Filho
ug Laura Casaca	124	Ramos	15	S. João Batista	do	
ug Felix	132	Silva	Jan.	5	Santos	do
Austrian						
ug Josef	490	Barz	Dec.	8	Marselles	C. F. Keller & Co.
British						
ug Larzie Russell	1184	Rice	Nov.	17	Persepolis	Behnia Rodrigues & Co.
ug Columbus	1267	Hughes	17	Bangkok	Ch. Heckler & Co.	
ug Annie Mand	1097	Lacke	19	Cashif	do	
ug Royal Alice	1199	Rampou	20	Rangoon	Norton, Megaw & Co.	
ug Shouet	1172	Shepard	26	Amoy	John Moore & Co.	
ug Dunlady	1114	Troven	24	Rangoon	Watson, Ritchie & Co.	
ug Pavanini	890	Dunham	20	do	Wilson, Sons & Co.	
ug John Gaultier	1474	Treloven	26	Newcastle	Royal Mail Co.	
ug Pelican	871	Otterson	30	Bangkok	Max. Rothmann & Co.	
ug Tweeddale	1403	Menzies	30	Bangkok	Stibson Sons & Co.	
ug Pythouene	1270	Arstani	Dec.	9	Amoy	Peterson, Schindler & Co.
ug Hebe	220	Cann	6	Amoy	Brazilian Coal Co.	
ug Anne Ringby	991	Sandless	9	Cashif	Avonmouth & Co.	
ug Sam Menel	1051	Michell	11	Newcastle	R. F. Oestle & Co.	
ug Custer	1051	Michell	12	do	Quayle, Davidson & Co.	
ug Parthenia	749	Davies	13	do	Behnia Rodrigues & Co.	
ug Newman Hall	1340	Davies	13	do	do	
ug Royal Earl	1268	Comer	15	do	P. S. Nicholson & Co.	
ug Lemie Russell	1240	Griffiths	15	New York	Watson, Ritchie & Co.	
ug King Alfred	1240	Griffiths	15	New York	do	
ug Ancon	1240	Griffiths	15	New York	do	
ug Sings	1240	Griffiths	15	New York	do	
ug Muel y Don	1240	Griffiths	15	New York	do	
ug County of Angleson	1240	Griffiths	15	New York	do	
ug Norklethum	1240	Griffiths	15	New York	do	
ug Janet Comh	1240	Griffiths	15	New York	do	
ug Lartemore	1240	Griffiths	15	New York	do	
ug Stanley	1240	Griffiths	15	New York	do	
ug Dumington	1240	Griffiths	15	New York	do	
ug James L. Hawkey	1240	Griffiths	15	New York	do	
ug Antigon	1240	Griffiths	15	New York	do	
ug Mentar	1240	Griffiths	15	New York	do	
ug Kichols	1240	Griffiths	15	New York	do	
ug Zolika	1240	Griffiths	15	New York	do	
ug noudle	1240	Griffiths	15	New York	do	
ug Cleunna	1240	Griffiths	15	New York	do	
ug Druvin	1240	Griffiths	15	New York	do	
ug Monrovia	1240	Griffiths	15	New York	do	
ug Mary Mc Master	1240	Griffiths	15	New York	do	
ug Erythrae	1240	Griffiths	15	New York	do	
ug Algonette	1240	Griffiths	15	New York	do	
ug Port Caribbe	1240	Griffiths	15	New York	do	
ug Soudrop	1240	Griffiths	15	New York	do	
ug Jane Duffell	1240	Griffiths	15	New York	do	
ug Lowther Castle	1240	Griffiths	15	New York	do	
ug Thraught	1240	Griffiths	15	New York	do	
ug Kelm	1240	Griffiths	15	New York	do	
ug Red Rose	1240	Griffiths	15	New York	do	
ug Union	1240	Griffiths	15	New York	do	
ug Maiden City	1240	Griffiths	15	New York	do	
ug Crichton Castle	1240	Griffiths	15	New York	do	
Danish						
ug Wilhelmine	842	Nilsen	Nov.	29	Londres	Walter Christensen & Co.
ug Olga	901	Schmidt	Dec.	15	Pernambuco	C. G. C. e Industria
ug Dania	260	Nelson	20	Avarajit	Th. Heckler & Co.	
ug Unim	119	Andersen	Jan.	2	Hamburg	Walter Christensen & Co.
German						
ug Adler	250	Steinlen	Oct.	25	S. Fe. do Sul	Santos, Alencar & Co.
ug Othmar	1200	Souler	Dec.	18	do	Max. Rothmann & Co.
ug Olga	550	Kaufmann	14	do	do	
ug Fritz von der Laeken	380	Hindman	14	do	do	
ug Constanze	780	Rimpf	24	do	do	
ug Fritz Krutner	250	Willy	24	do	do	
ug Charles Dickens	120	Schult	25	do	do	
ug Hubert	120	Kessel	27	do	do	
ug Kio	120	Wittman	12	do	do	
Italian						
ug Giuseppe Cappadocia	612	Haniella	Dec.	30	Marselles	do
ug Mait	230	Mignot	Jan.	11	Bapartium	do
Norwegian						
ug Solveig	250	Amleson	May	4	Macédo	To order
ug Argus	1200	Chulhausse	Nov.	15	Rio Grande	To order
ug Maura	1200	Amleson	15	Antwerp	To order	
ug Stenholm	1200	Hise	26	Pernambuco	C. G. C. e Industria	
ug Fritz Robert	2074	Hansen	26	do	Behnia Rodrigues & Co.	
ug Kelle	394	Kindersen	Dec.	29	do	To order
ug Frode	1200	Rindersen	29	do	do	
ug Pios	1200	Johnston	29	do	do	
ug Prince Arthur	1200	Pande	29	do	do	
ug Rachel	1200	Borecor	29	do	do	
ug Carl Pelt	1200	J. Olsen	29	do	do	
ug Angel	1200	Mathiesen	29	do	do	
ug Hvald	1200	Torjesen	31	do	do	
Portuguese						
ug Nova União	393	Fernandes	Dec.	15	do	J. A. G. Santos & Co.
Swedish						
ug Carl Hendric	1067	Seraustrup	Dec.	28	Cashif	Hamburg Coal Co.
ug Hammar	405	Lundberg	28	Nordkoping	C. G. C. e Industria	

N. B. The letter D on the margin indicates that the ship has been despatched.

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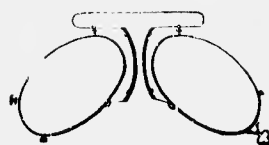
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WILLIAM DAVIS, described on the 20th September 1894, as Rio de Janeiro, from house of *Heteromaga*.

CAMERON MACINTOSH, 25 years of age; last heard of on board of the British ship *Yamat Comf*.

ROBERT SAVERS, seaman on board the Liverpool *Benetie* which loaded at Imbituba for Rio de Janeiro, June, 1891.

Mrs. LOBO, daughter of Mrs. Kisten, whose husband was supposed to be in command of the Brazilian vessel *Garmatara*.

Rio de Janeiro, 22nd December, 1894.

C. F. Anelli,

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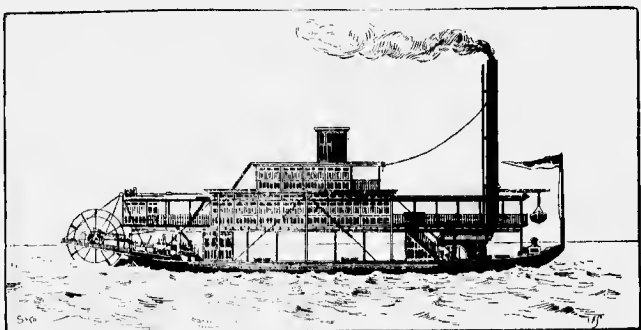
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